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COUNTRY OF ACTIVITY REPORTING	REPORT NO.	(Leave blank)
CZECHOSLOVAKIA	IR 193-55	9

AIR INTELLIGENCE INFORMATION REPORT

COUNTRY OR AREA REPORT CONCERNS: USSR	DATE OF INFORMATION: 4 OCT. 55	T. S. Cont. No. APOIN, HQ USAF
ACTIVITY SUBMITTING REPORT: US AIR ATTACHE	DATE OF COLLECTION: 13 OCT. 55	SRI STATUS (If applicable) SRI NO. TIC 6244 CANCELED/COMPLETE
PREPARING INDIVIDUAL: LT. COL. THOMAS S. RYAN	DATE OF REPORT: 14 OCT. 55	SRI NO. CANCELED/INCOMPLETE
NAME OR DESCRIPTION OF SOURCE: LT. COL. E.U. HATHAWAY	EVALUATION: B- 2	SRI NO. ACTIVE; ADDITIONAL INFORMATION ON (Date)

REFERENCES (BAIR Subject, previous reports, etc., as applicable)
BAIR 3A; 2T2; 3A3; 13A13; 3A15. USAIRA CABLE (TS) C-103 dtd 13 OCT. 55

SUBJECT (Descriptive title. Use individual reports for separate subjects)
OBSERVATIONS OF TRAVELLER IN USSR

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

This report contains an eye witness account of the ascent and flight of an unconventional aircraft in the Trans Caucasus region of the USSR. This aircraft was reported by three highly reliable United States observers who were travelling by rail at the time of the sighting. The three observers were firmly convinced that they saw a genuine flying saucer or flying disc. Two sightings occurred at 1910 hours on 4 Oct. 55 between ATJATY and ADZHIJABUL, ten minutes by rail after departing ATJATY. One disc aircraft ascended almost vertically, at a relatively slow speed with its outer surface revolving slowly to the right, to an altitude of about 6000 feet where its speed then increased sharply as it headed north. The second flying disc was seen performing the same actions about one minute later. The take-off area was about 1-2 miles south of the rail line where two searchlight beams were seen pointing up almost vertically. All other observations given to USAIRA in Prague by the three visitors, 12-13 Oct 55, are presented in Part II. USAIRA COMMENT: The significance of this report re the USAF project "Unidentified Flying Objects" is remarkable and lends credence to many "saucer" reports.

0 INCLS

Thomas S. Ryan
THOMAS S. RYAN, LT. COL., AIR ATTACHE

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Air Force—USAFE, Wsbn, Ger-26-1451
By authority of C/S Cmt #3 fr CIN-2X1, s/Lueke
By: _____
Date: 30 April 1959

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SUPPLEMENT TO AF FORM 112

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QUOTED below is the cable classified ~~Top Secret~~ which was sent to Hqs. USAF on 13 Oct 55. USAIRA control number is C-103 and text follows:

" NIACT. TO: DINTA, WASH. DC. NOFORN. USAF handle as OPERATIONAL IMMEDIATE. USAF CRYPTO PASS TO CINCUSAFE AND USAIRA MOSCOW. THREE RELIABLE US OBSERVERS, SENATOR RICHARD RUSSELL, LT. COL. E.U. HATHAWAY, ARMY, MR. RUBEN EFRON, VISITED PRAGUE 12-13 OCT. ARRIVING DIRECT FROM KIEV, VIA BAKU, TIFLIS, DNIEPERPETROVSK, BLACK SEA AREA, AND REPORTED FOLLOWING TO USAIRA AND USARMA.: ON 4 OCT. 55 AT 1910 HOURS BETWEEN ATJATY AND ADZHLJABUL, TEN MINUTES BY RAIL AFTER DEPARTING ATJATY IN TRANS CAUCASUS REGION, TWO ROUND AND CIRCULAR UNCONVENTIONAL AIRCRAFT RESEMBLING FLYING DISCS OR FLYING SAUCERS WERE SEEN TAKING OFF ALMOST VERTICALLY ONE MINUTE APART. DISC AIRCRAFT ASCENDED NEAR DUSK WITH OUTER SURFACE REVOLVING SLOWLY TO RIGHT AND WITH TWO LIGHTS STATIONARY ON TOP NEAR MIDDLE PART. SPARKS OR FLAME SEEN COMING FROM AIRCRAFT. NO PROTRUSIONS SEEN ON AIRCRAFT WHICH PASSED OVER OBSERVERS' TRAIN. BOTH FLYING DISC AIRCRAFT ASCENDED RELATIVELY SLOWLY TO ABOUT 6000 FEET, THEN SPEED INCREASED SHARPLY IN HORIZONTAL FLIGHT BOTH ON NORTHERLY HEADING. FLYING ATTITUDE OF DISC REMAINED SAME DURING ASCENT AS IN CRUISE, LIKE A DISCUS IN FLIGHT. TWO OPERATING SEARCHLIGHTS POINTING ALMOST VERTICAL SEEN NEAR TAKEOFF AREA LOCATED ABOUT 1-2 MILES SOUTH OF RR LINE. AFTER SIGHTING SOVIET TRAINMEN BECAME EXCITED AND LOWERED CURTAINS AND REFUSED PERMISSION TO LOOK OUT WINDOWS. US OBSERVERS FIRMLY BELIEVE THESE UNCONVENTIONAL AIRCRAFT WERE GENUINE SAUCER OR DISC AIRCRAFT. USAIRA RATES INFO B-2. ON 9 OCT.55 AT DNIEPERPETROVSK AIRFIELD, HATHAWAY REPORTED 42 STUBBY JET FIGHTERS NOT FAGOTS AND ONE MULTI JET BOMBER DESCRIBED AS: ONE HALF AGAIN AS LONG AS US COCOA 47; ENGINES CANVAS COVERED BURIED WING TYPE; CANOPY WELL FORWARD NEAR BLUNT NOSE; TRICYCLE GEAR; DEFINITE SWAYBACK SHAPE ON TOP OF FUSELAGE; SEVERELY SWEPT WINGS SET IN MIDDLE OF FUSELAGE AND LOCATED ALMOST MIDWAY FROM NOSE TO TAIL; TAILPLANE LOCATED LOW BENEATH BOTTOM LEVEL OF VERTICAL FIN; VERTICAL FIN SWEPT WITH SQUARE TOP; AND SILVER BULBOUS BULGE AT TAILCONE EXTENDING REARWARD OF RUDDER LINE. DNIEPERPETROVSK AIRFIELD WAS GRASS SOD. AT BAKU LONG TRAIN LOADED WITH MANY PLATOON SIZE LANDING CRAFT. 42 KILOMETERS FROM MOSCOW ON MOSCOW TO MINSK HIGHWAY, 250) YARDS TO RIGHT OF ROAD, PARTY SIGHTED RADAR SITE TENTATIVELY IDENTIFIED HERE AS ONE WOODGAGE OR GAGE AND ONE SQUARE POLE FREYA.

RECOMMEND COMPLETE DEBRIEFING OF RUSSELL GROUP UPON RETURN AND SUGGEST COMMENDATION FROM D/I FOR EFFORTS. RUSSELL GROUP DEPARTED PRAGUE ABOARD SWAISSAIR FOR ROME 13 OCT. (Signed) T.S.RYAN."

On 12 Oct. 1955 at about 2145 hours, Sen. Russell, Lt. Col. E.U. Hathaway, U.S. Army staff officer assigned to Senate Armed Forces Committee, and Mr. Ruben Efron, Committee Consultant, arrived at Wilson (Hlavni) Station in Prague, having come direct from Kiev. Their rail route from Kiev brought them to COP, at the eastern border of Czechoslovakia, where they observed the RR gauge switching operation from the Russian broad gauge to the Czech standard guage. Upon arrival at the RR Wilson Station, the Russell group was met by the acting Chief of Mission, Mr. Harold Vedler, and the USAIRA. We escorted the group to the US Residency where they were to spend the night. It was evident that they had seen much and had been to places in Russia and possibly in Czechoslovakia where US observers had not been, at least for a Good many years. Sen. Russell stated that he had been in Prague once before in 1927, and was anxious to see some familiar places. After arrival at the Residency and dinner, Lt. Col. Hathaway expressed a desire to report something of the utmost importance to the USAIRA, "something you may not believe, but something that we've been told by your people (USAF) doesn't exist." I suggested that we not discuss anything at the Residency

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because of the absence of security precautions but suggested that we meet early the next morning in my office together with Col. Thomas Dooley , the US Army Attache. Lt. Col. Hathaway said he was anxious to report his observation and that he had witnesses, fortunately, in Sen. Russell and Mr. Efron.

We met at 0900 on 13 Oct. in the larger office of the Army Attache and prodeeded with the debriefing amid adequate safeguards for talking. Present were: Lt. Col. Hathaway, Mr. Efron, Col. Dooley and myself. Col. Dooley and I took notes and provided paper for sketches. Sen. Russell was busy with the Chief of Mission and was unable to attend. Due to the departure time of the group, we were unable to spend more than one hour talking, the interview ending about 1000. Col. Hathaway did most of the explaining and answering with Mr. Efron supplementing and adding support.

Lt Col.Hathaway proved to be an excellent observer and Mr. Efron had kept detailed notes which he referred to for times and places.

Hathaway led off with "I doubt if you're going to believe this but we all saw it. Sen. Russell was the first to see this flying saucer and he called us to the window, and we both saw the second one (pointing to EFRON who nodded yes). We've been told for years that there isn't such a thing but all of us saw it, including Sen Russell. " It was emphasized that Sen. Russell saw the first flying saucer or flying disc ascend and pass over the train on a northerly course, taking off from the left side of the train's direction, which places the take-off area on the south side of the RR line on which they were travelling.

I stated that I don't disbelieve anything after having been in Czechoslovakia for 17 months. The following raw notes are quoted with my additional comments after:

1. "Two flying saucer type aircraft were seen between two railway station stops after we left BAKU."

2. "It was after we left ATJATY, we were there at 1900 and we saw the aircraft at 1910. The next place we saw was ADZHIJABUL."(Efrons notes.)

3. "They took off straight up and then the speed increased greatly as they moved straight ahead, horizontally, and disappeared to the right of the train." (Questioning revealed that the angle of ascent was not exactly "straight up" but rather in a slight arc just off the vertical line.)

4. "The whole object whirred and then levelled and zoomed off at very high speed." (Questioning revealed that the outer surface of the object revolved slowly in a clockwise direction or to the right, with the rate of ascent being relatively slow in comparison to the high speed which the object took off at when it reached altitude.)

5. " The take off was at an angle to about 2000 meters." (Both objects were said to have ascended almost vertically to an approximate altitude of 6000 feet before sharply increasing speed in level flight.)

6. "They were seen out of window on left side of train."

7. " Two searchlight were seen pointing at an angle near where the saucer took off." (The angle was nearly vertical and evidently,I gathered, that the angle of one searchlight beam was nearly vertical approximating the arc which the disc ascended to 6000 feet, while the second searchlight beam was pointing at another spot. Lack of time prevented complete clarification of the searchlight beams. Dusk was falling at the time of sighting.)

8. "Some sparking or flame came out bottom as craft rose."

9. "After we saw the two discs, the Soviet trainmen became excited, closing curtains and telling us that we were not allowed to look out of windows." (The behavior of the trainmen was such as to indicate that the US passengers had seen something that they were not supposed to see.)

10. "Approximately one minute elapsed between the first and second takeoffs of the aircraft." (It was explained that Sen Russell had seen the

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first flying object and recognized it as something drastically different rushing in to get Mr. Efron and Col. Hathaway to see it. Col. Hathaway stated that he got to the window with the Senator in time to see the first while Mr. Efron said that he got only a short glimpse of the first due to crowding. However all three saw the second disc and all agreed that they saw the same round, disc shaped aircraft which was the same as the first.)

11. "The take-off area was about one mile away, maybe a little further." (Searchlights were located in the same area.)

12. "There were two lights towards the inside of the disc which remained stationary as the outer surface went around. " (Both agreed firmly on this point.#) "The lights sat near the top of the disc." (If a line representing the diameter of the disc were divided into three segments, the lights would have been located at the two points of division between the middle segment and the two outside segments ie. see sketch drawn with aid of Mr Efron:

13. "The aircraft was circular." "The aircraft was round." "It resembled a flying saucer." "It seemed to be the shape of a discus, round and circular- revolving clockwise or to the right." (It was definitely round or at least circular in the eyes of these two observers, containing no protrusions or "sticks" or bulges. No estimate could be obtained from either observer re thickness or diameter.

14. " There was no noticable color" (It was stated that dusk prevented any color impressions.)

15. "After reaching 2000 meters, it whipped off at a great speed from our left to our right, or towards the north from the south." (Speed differential was very noticable between ascent and level flight speed.)

16. "We could see the take-off on the horizen to our left or south of out train."

17. "Outer part revolved slowly to right." (There seemed to be a different impression of the disc's movement while climbing and after assuming level flight, with the terms"revolving slowly" used for the climb and the term "whirring" for the cruising flight.

18. #"The disc rose in the same position as it was in when it sped away." The flying attitude of the flying disc was said to resemble a discus in flight.)

USAIRA COMMENT: I believe that further debriefing of all three US observers in a more relaxed atmosphere and with more time would produce much more valuable technical details than the hurried interview above.

PART B. OBSERVATIONS AT BAKU

A long RR train comprised of flat cars was seen outside of BAKU. Each flatcar had one landing craft which was described by Col. Hathaway as being platoon size, with a slot in the rear for an outboard engine and the tops of the boats covered with canvas. Men were seen in the vicinity wearing a unique uniform which he could not recognize.

One jet aircraft was seen flying high over Baku, too high for any type of identification. The party landed at Baku by aircraft, the civilian airfield being located an hour from the city. A military airfield

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was passed on the outskirts of Baku on the way from the commercial field. The Intourist guide stated that this was a military training airfield and Col. Hathaway recognized some dark green transports parked there.

PART C. OBSERVATIONS AT DNIEPERPETROVSK AIRFIELD

The three US observers arrived at Dnieperpetrovsk airfield sometime on 9 Oct. 55 by DC-3 type aircraft. The airfield is grass-sod. The parking ramp is of octagonal brick or cement (see sketch of jet bomber and ramp brick design on page 8). One jet bomber was parked at the airfield (see description in text of cable and see profile sketch on page 8).

Col. Hathaway counted 42 very stubby jet fighters parked at the field. The jet fighters were described as "short, stubby, smaller and higher horizontal tailplane, wings more forward, canopy more forward." At the time of the description I was having Col. Hathaway compare the fighter he saw with a scale model of a FAGOT. He definitely did not think they were Fagots because of the fuselage being more stubby. (Sort of rules out Frescos of which I could use a model as I don't have any.) This is my reason for citing SRI TIC 6244, as the composite configuration concludes that the SRI fighter is one third smaller than the MIG-15. I did not have time to show the composite drawing to the observer but the possibility exists that his sighting was of the SRI composite type. Further debriefing should bring out more details.

PART D. OBSERVATIONS NEAR MOSCOW

The three observers were escorted to a place which Senator Russell had requested to see outside Moscow. On the way, exactly at the 42 kilometer signpost from Moscow on the Moscow to Minsk highway, on the right side of the road, there was a radar site (size unknown) with two radars. From the sketches of Col. Hathaway, they have been tentatively identified as one Woodgage or Gage and one square type ~~Ple~~ POLE Freya. (See sketch below): (Approx. 200-250 yards off side of road.)

PART E. OBSERVATIONS FROM TIFLIS TO SOCI.

AT TIFLIS about the 5th of Oct. 55, Col. Hathaway sighted a large helecopter resembling a banana with two large, main rotors at each end and having many more windows than a banana type which he had seen in the USA.

Between TIFLIS AND SOCI, on the Black Sea, while travelling by train, one of the most significant coincidences occurred, taking into account the observations which were reported in the ATJATY region. Sen. Russell's party made contact with a Russian who was about 55 years, named EGOROV. He was accompanied by a younger engineer who job was to keep EGOROV supplied with spirits. EGOROV was feeling pretty good when he met

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the Americans and proceeded to continue the party with them. The history of EGOROV, according to Mr Efron, is that Egorov was one of the original pilots who made the trans-polar Russian flight to Washington State in 1935 or 36. He told the party that he is now retired. He is a Hero of the Soviet Union and speaks fairly freely about the internal situation in the USSR. Sen. Russell extended an invitation for him to visit his office if he ever comes to the USA. USAIRA COMMENT: It is difficult for me to believe that this experienced pilot in polar navigation would be retired and doing nothing but travelling around the Trans Caucasus region with a young engineer.

Egorov stated that during World War II he had shot down 17 German aircraft.

Col Hathaway observed, about 20 minutes outside of SOCI, a T-34 tank that had a muzzle brake on the gun, but looked very different from any he had seen during a combat tour in Korea. The tank was on a flatcar.

PART F. OBSERVATIONS AT ČOP AND ABOUT CZECH RAILROADS

The Russell group arrived at COP, the RR border crossing point between USSR and Czechoslovakia, early on the morning of 12 Oct. 55. About 1-2 hours later at 0630, they left COP and were on their way to Prague where they arrived at 0947 (on time)p.m. (2147 hours).

Upon arrival at COP, the train was broken up. One car was marked MOSCOW-BUCHAREST and was disconnected. Another car was marked MOSCOW-PRAGUE, the group's car, sleeper, and was disconnected and taken on a spur under a red star suspended on a border arch (probably marking border of Czechoslovakia) into a long building on the Czech side. This building was lighted and its length was such as to accomodate the car and two replacement trucks. The trucks for the new Czech RR guage were of the two axel type. The switching of trucks consumed 40-45 minutes for their sleeper car. There was an electric switch box or panel control on one side of the building . The passengers had to debark during the changing of the trucks. All other train cars were marked MOSCOW-COP.

The switching building had a pit in the middle which the car straddled. Inside the sleeper there were two large square traps in the cars floor, one at either end. The first step was for the crew to open these doors and turn a large bar, which evidently released the truck from the body of the car. The second step was to apply large jacks at four points of the car on the outside, about at the position of the trucks, two jacks on a side. When the car was sufficiently jacked, the Czech guage trucks, which were on the tracks forward of the car [redacted] on the standard guage tracks of the Czech RR which were laid inside the Russian guage tracks, were pushed forward towards the sleeper. The Czech trucks banged the first Russian trucks out of place, continuing to the second Russian trucks and banging them out of place. The jacked car was then ready to have the Czech trucks fastened. The jacks were lowered, letting the car down to the new standard guage trucks below. The crew then turned the bars through the floor openings locking the new trucks in place and the passengers were informed that they could board the car. (See sketch for USAIRA-Hathaway version of this operation.)

The train departed COP at 0630, arriving at the first little Czech town ten minutes later, where on the right side of the RR, a "big

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factory was on the right" which was thought to be producing long, aluminum RR cars. Aluminum RR cars were seen on the siding and the observer believed that these were the plants product.

Proceeding through the area on the Czech side of the border after leaving COP, Col. Hathaway observed very large RR marshaling yards with tracks stretching as far as he could see on both sides of his track. Guard towers were manned and located in the huge RR yards. There were 5 tracks at the border branching into many in the yards. As he went through the yards he observed that on his left side were loaded or full freight cars, while on his right were all the empty freight cars, "as far as could be seen."

The RR route which the party travelled from COP was through KOSICE- POPRAD- ZELINA. The observer stated that electrification began at a little town shortly after the first little town which was reached ten minutes after COP. From Cop to Kosice, Hathaway believed that there were two tracks and possibly three.

From Kosice on Hathaway stated that construction was going on through the mountains, the construction crews using a prefabricated technique. Piled up alongside of the right of way were prefabricated track sections with "rails already hooked to sleepers." Little buildings were spotted along the right of way where this prefabrication was taking place. Cable reels and stacks of metal towers were seen, the towers being rusty. He believed that electrification was nearly completed all the way although his train was being pulled by a steam engine.

Just at dark, location enroute unknown, Hathaway passed by an area approximately one mile long with guard towers and a high fence.

USAIRA COMMENT:

Due to the time available for debriefing and the physical limitations of our office in Prague, no more can be reported from these excellent sources.

END

T.S. Ryan
Lt Col USAF

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Authority NND 857013
By BF NARA, Date 11-12-99

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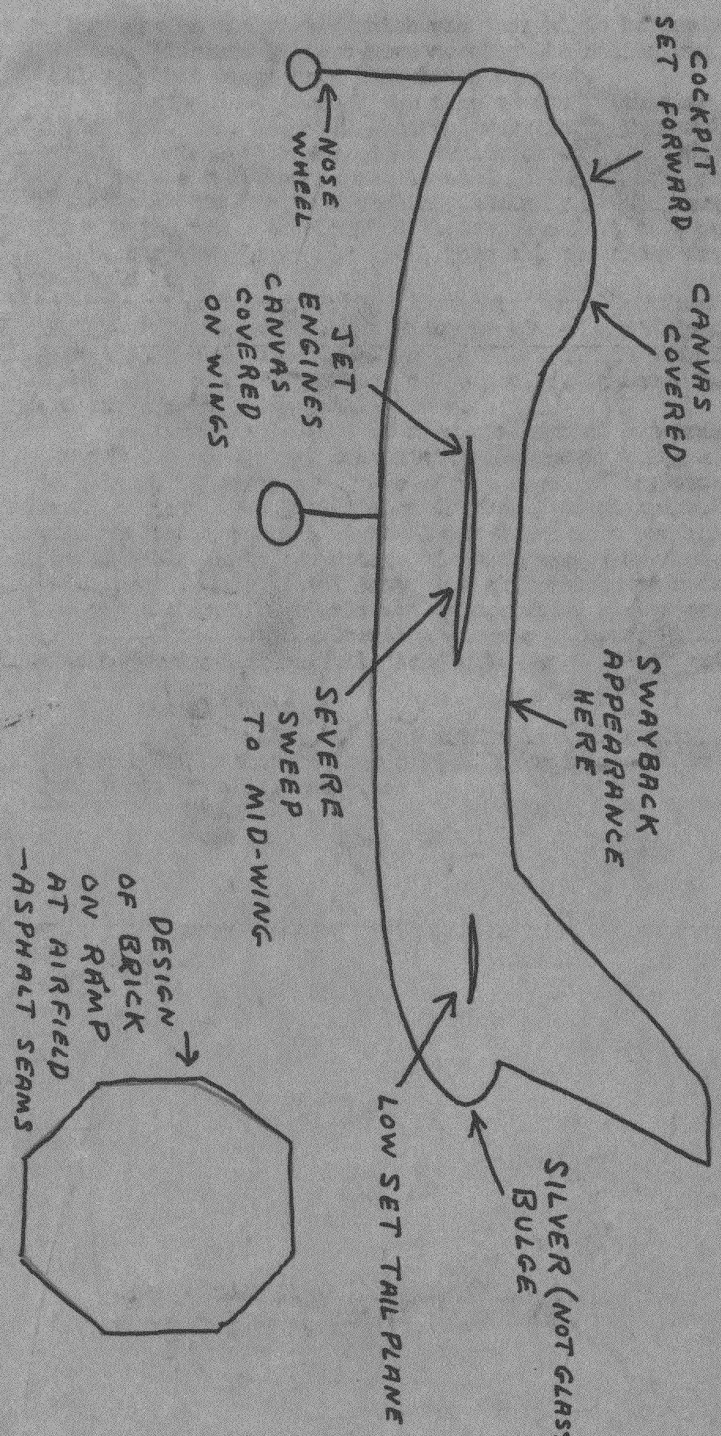

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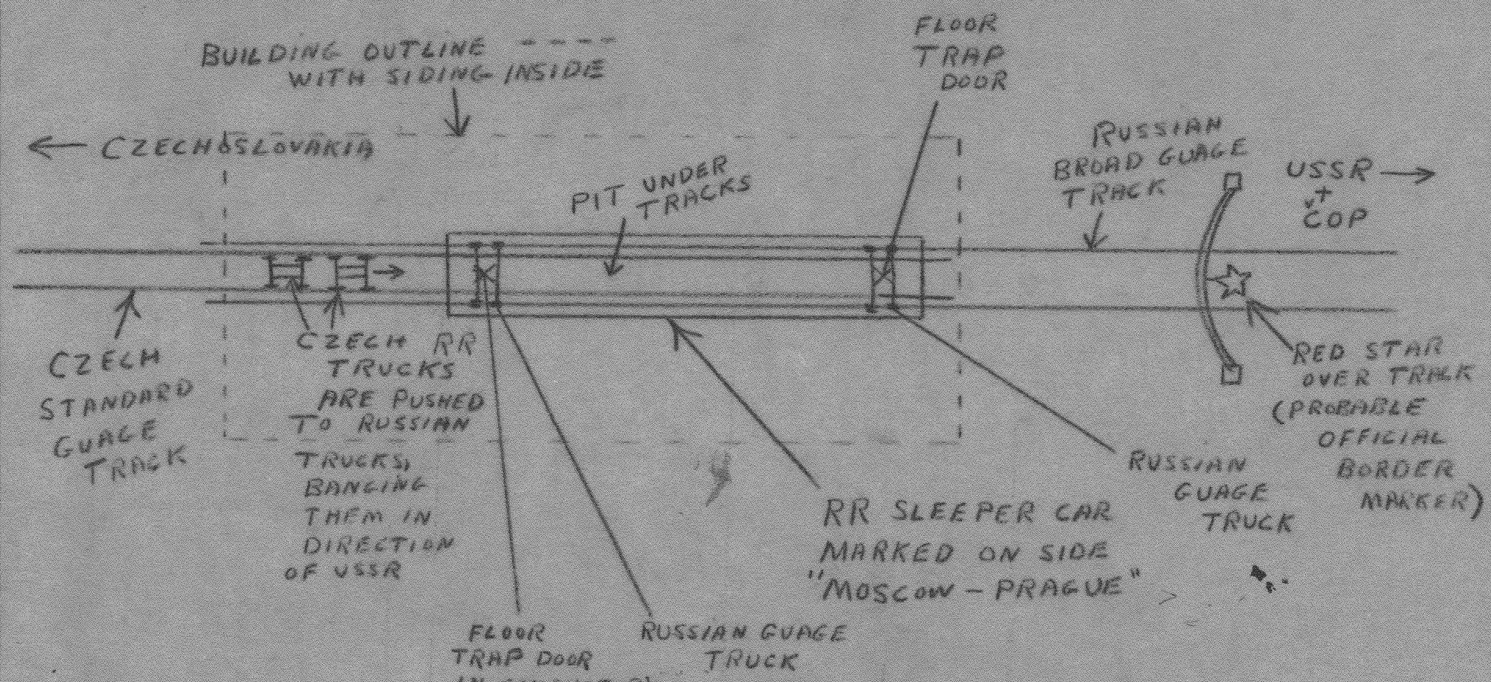
DIAGRAM OF RR GUAGE SWITCHING OPERATION AT ČOP 12 OCT 1955



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